
RAJPUTANA ROAD CHART.

I. Through routes
II. Railway feeders
&
important local roads.

R. A. O. Abu Printed on Muttg.



RAJPUTANA ROAD CHART

I. Through routes

| ROUTE. | Distance in miles. | Average time of journey by car (hours) | REMARKS. |
|-------------------------------|-----------------------|--|---|
| 1. Ajmer-Delhi | 275 | | |
| a) Ajmer-Kishengarh | 17 | $\frac{1}{2}$ | |
| b) Kishengarh-Jaipur | 65 | $1\frac{1}{2}$ | One unbridged river. |
| c) Jaipur-Alwar | 89 | $2\frac{3}{4}$ | |
| d) Alwar-Delhi | 104 | $2\frac{3}{4}$ | |
| 2. Ajmer-Agra-Dholpur | 264 | | |
| a) Ajmer-Jaipur | 82 | 2 | One unbridged river. |
| b) Jaipur-Mohwa | 78 | 3 | One unbridged river. |
| c) Mohwa-Bharatpur | 36 | $1\frac{1}{2}$ | Unmetalled in parts one unbridged river. |
| d) Bharatpur-Agra | 32 | 1 | |
| e) Agra-Dholpur | 36 | $1\frac{1}{4}$ | |
| 3. Ajmer-Indore-Bombay | 668 | | |
| a) Ajmer-Nasirabad | 14 | $\frac{1}{2}$ | |
| b) Nasirabad-Deoli | 57 | $2\frac{1}{2}$ | |
| c) Deoli-Bundi | 31 | 1 | |
| d) Bundi-Kotah | 22 | $\frac{3}{4}$ | |
| e) Kotah-Jhalrapatan | 53 | $2\frac{1}{4}$ | |
| f) Jhalrapatan-Ujjain | 116 | $4\frac{1}{2}$ | |
| g) Ujjain-Indore | 45 | 2 | |
| h) Indore-Bombay | 330 | 14 | |
| 4. Ajmer-Jodhpur | 145 | | |
| a) Ajmer-Beawar | 33 | 1 | |
| b) Beawar-Pali | 67 | $2\frac{1}{2}$ | |
| c) Pali-Jodhpur | 45 | $1\frac{3}{4}$ | |

| | | | |
|---------------------------|------------|-----------------|---------------------------------------|
| 5. Ajmer-Abu-Danta | 260 | | |
| a) Ajmer-Beawar | 33 | 1 | |
| b) Beawar-Pali | 67 | 2 $\frac{1}{2}$ | |
| c) Pali-Erinpura | 48 | 2 | |
| d) Erinpura-Sirohi | 22 | 1 | In bad repair, not passable in rains. |
| e) Sirohi-Pindwara | 14 | $\frac{1}{2}$ | |
| f) Pindwara-Abu Road | 27 | 1 $\frac{1}{2}$ | Unmettled, unbridged. |
| g) Abu Road-Abu | 17 | $\frac{3}{4}$ | |
| h) Abu Road-Danta | 32 | 1 $\frac{1}{4}$ | Unmettled after Ambaji. |

II. Railway Feeders and important local Roads.

| | | | |
|------------------------------------|------------|----------------------------------|--|
| 1. Barmer Station-Jaisalmer | 110 | 11 | Sandy fair weather road only |
| 2. Ajmer-Barl | 31 | 1$\frac{1}{2}$ | Road from Barl to Neemuch very rough and Motorable with very great difficulty. |
| 3. Udaipur-Jaisamand | 32 | 1$\frac{1}{2}$ | |
| 4. Udaipur-Dohad Station | 171 | | |
| a) Udaipur-Kherwara | 51 | 2 | One unbridged river. |
| b) Kherwara-Dungarpur | 14 | $\frac{1}{2}$ | Unmettled. |
| c) Dungarpur-Banswara | 53 | 2 $\frac{1}{2}$ | Unmettled throughout and rough up to Dungarpur Border. Mahi River unbridged. |
| d) Banswara-Jhalod | 34 | 2 | Anns River unbridged. |
| e) Jhalod-Dohad Station | 19 | $\frac{3}{4}$ | |
| 5. Kotah-Gwalior | 208 | | |
| a) Kotah-Antha | 28 | 1 | |

| | | | | |
|--|------------------------------------|----------------|---|--|
| | | | | |
| b) Antha-Baran | 13 | $\frac{1}{4}$ | | |
| c) Baran-Shivpuri | 97 | $3\frac{3}{4}$ | Unmettled | |
| d) Shivpuri-Gwalior | 70 | 3 | | |
| 6. Jaipur-Deoli via Malpura | 136$\frac{1}{4}$ | | | |
| a) Jaipur-Malpura | 55 | $2\frac{1}{4}$ | | |
| b) Malpura-Toda Rai Singh | 21 | 1 | | |
| c) Toda Rai Singh-Deoli | 60 $\frac{1}{4}$ | $2\frac{1}{2}$ | Rough track Motorable in dry Season. | |
| 7. Jaipur-Deoli via Tonk | 98 | | | |
| a) Jaipur-Newai | 47 | 2 | | |
| b) Newai-Tonk | 10 | $\frac{1}{2}$ | | |
| c) Tonk-Deoli | 41 | $1\frac{3}{4}$ | Unmettled in parts | |
| 8. Jaipur-Sawai Madhopur | 96 | | | |
| a) Jaipur-Dausa | 36 | $1\frac{1}{2}$ | One unbridged river. | |
| b) Dausa-Sawai Madhopur | 60 | $2\frac{1}{4}$ | one unbridged river. | |
| 9. Jaipur-Karauli | 120 | | | |
| a) Jaipur-Dausa | 36 | $1\frac{1}{2}$ | One unbridged river. | |
| b) Dausa-Mohwa | 42 | $1\frac{3}{4}$ | | |
| c) Mohwa-Hindaun | 21 | 1 | | |
| d) Hindaun-Karauli | 21 | 1 | | |
| 10. Jaipur-Bairat-Alwar | 89 | | | |
| a) Jaipur-Bairat | 52 | 2 | | |
| b) Bairat-Alwar | 37 | $1\frac{1}{2}$ | | |
| 11. Maunda Station-Khetri | 15 | $\frac{1}{2}$ | | |
| 12. Mandsaur Station-Partabgarh | 18 | $\frac{1}{2}$ | | |

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| | | | |
| 13. Bharatpur-Delhi | 108 | | |
| a) Bharatpur-Muttra | 22 | 1 | |
| b) Muttra-Delhi | 86 | 3½ | |
| 14. Bharatpur-Kosi Kalan | 68 | | |
| a) Bharatpur-Dig | 21 | ¾ | |
| b) Dig-Kaman | 13 | ½ | |
| c) Kaman-Pahari | 16 | ½ | |
| d) Kaman-Kosi Kalan | 18 | ¾ | |
| 15. Jhalrapatan-Neemuch-Indore | 250 | | |
| a) Jhalrapatan-Neemuch | 82 | 3½ | |
| b) Neemuch-Rutlam | 81 | 3¼ | |
| c) Rutlam-Indore | 87 | 3½ | |